

MONT LUMBER CO.  
BEAUMONT, TEXAS.  
Manufacturers of Band and Circular Sawn  
LEAF YELLOW PINE.  
The and Timbers Furnished Promptly  
A Complete Assortment of Dealers  
on Hand.

## Cotton.

Houston is always a first-class market, but it is especially attractive at this time—many buyers bidding sharply for what is left of the crop.

Turn your next lot of cotton to us and you will have no cause to regret your action.

Will make liberal advances whether you wish to sell on arrival or hold.

L. D. CLEVELAND & CO.

## ton Presses

WRITE FOR PRICES.

ard F. Smith, HOUSTON, TEXAS.

## We Offer

pure New York Seed Potatoes, red varieties.  
pure Tennessee Triumphs, in sets and sacks.  
on Sets, Kaffir Corn.  
gum and Millet Seed.  
special prices on carload lots.

T. H. Thompson & Co.

## ston Transfer Line

and Baggage Wagon meet all trains for passengers and baggage any day or night, any part of the city. We specialize in all kinds of heavy haulage, etc.  
Office, 612 Main street; telephone 208; 7 Stables corner Louisiana and Convent. Telephone 66.

TELEPHONE SERVICE  
save your time, bring NEW CUSTOMERS, retains old ones, and generally lubricates the wheels of business.  
Over 9000 Telephones in Texas.  
LONG DISTANCE TELEPHONE TO POINTS CONNECTED WITH THE Western Telegraph System  
Houston Co.'s Extensive System

## LONG LIFE

antidote for MALARIA and a general tonic. The TONIC CHILL CURE has no equal. It is 25¢ a bottle. All retail stores carry it. Manufactured by  
Wholesale Druggists, Houston, Texas.

Wholesale Druggists, Houston, Texas.  
P. SHEARN  
HOUSTON, TEXAS.

## WEATHER INFORMATION.

Last Night's Readings.  
of high pressure over the South States, with the highest barometer 30.25 inches at Atlanta. A low of variable energy is approaching from the west. The lowest barometer reading tonight is 29.56 at Dodge City. Generally threatening weather conditions west of the Mississippi and it is generally to the eastward.  
Little rain has fallen during the past hours.

General Observations.  
Observations taken by the United States bureau at 8 p. m., seventy-fifth meridian:

City.	Temp.	Rain.
Albany, Fla.	62	.00
Albany, Ga.	62	.00
Albany, Mo.	62	.00
Albany, N. Y.	62	.00
Albany, Tex.	62	.00
Albany, Va.	62	.00
Albany, W. Va.	62	.00
Albany, Ind.	62	.00
Albany, Ill.	62	.00
Albany, Ky.	62	.00
Albany, La.	62	.00
Albany, Ark.	62	.00
Albany, Miss.	62	.00
Albany, Ala.	62	.00
Albany, S. C.	62	.00
Albany, N. C.	62	.00
Albany, Ga.	62	.00
Albany, Fla.	62	.00

Probabilities.  
Houston, February 16.—Eastern Texas—Clear with light rain on the middle of the week.  
Texas—Generally fair; probably colder here portion; variable to north winds; some and Indian Territory—Threatening; light rain in early morning in the northern portion; cooler; southerly

## A. & G. N. "FAST MAIL" TRAIN

AHEAD of all others in Time, Equipment and Smooth Service.

EO. D. HUNTER, 217 Main Street.  
City Ticket Agent.

MAILABLE EDITION—1  
THIRTEENTH YEAR—NO. 319.

# HOUSTON DAILY POST.

HOUSTON, TEXAS, THURSDAY, FEB. 17, 1898.

PRICE: 5 CENTS.



CHARGOAL.  
Free from trash, in full barrel size, well sewed.  
Peden & Co.,  
Office 103 Franklin Ave. Phone 170.

Hartwell Feed Water Heater and Purifier.  
Used in connection with your Boiler, will save you time and money.

Hartwell Iron Works.

SUFFERING TORTURE.

POWDER BURNED FACES, BROKEN BONES AND MANGLED FLESH.

Only Three of the Twenty-nine Severely Wounded Are Expected to Succumb to Injuries.

New York, February 16.—A special to the Evening World from Havana says: "I have just seen twenty-nine soldiers of the Maine silently enduring the torture caused by powder skinned faces and bodies, broken bones and mangled flesh. They are being cared for in the military hospital at San Ambrosio here. The less severely injured men are yet on the City of Washington. Those severely injured are having the best of attention. All the injured men show great grit. You can not hear a whisper from one of the twenty-nine swathed forms in San Ambrosio hospital, nor from those anywhere else.

"The heavy rainfall which immediately followed last night's horror still continues in a dreary dismal drizzle. Out in the bay lies the wreck of the once proud Maine. Her steel upper deck has completely lifted and turned over on her starboard side. None of the big guns in the turrets are visible. The Maine is slightly listed to port and all forward of the massive cranes for unloading ships has now completely disappeared. The big funnels lie flat on the twisted and gnarled iron braces and pieces of steel deck. The funnels after the ship seem to be intact. She has settled until the water has covered the top of her superstructure, and the stern searchlight and the rapid fire gun looks over the water just below them. Most, if not all, the bodies will be recovered. Two bodies were recovered this forenoon. The authorities say they are those of Lieutenant Jenkins and Assistant Engineer Merritt. A vigilant lookout is being kept for bodies. Out of 70 injured not more than 3 will die. The officers will go today to Key West. All the slightly wounded and the able bodied men will go with the exception of a few who will be kept here to identify bodies when they are secured by the divers.

"The following sailors are in San Ambrosio. All but three will live; one man could not give his name: Dan Cronin, New York; William McGuinness, Boston; John Soffey, Boston; A. H. Allen, Brooklyn; James Rol, New York; Francisco Cahill, Massachusetts; Joe Koen, Boston; Fred Gerne, New Brunswick, N. J.; Charles A. Smith, Jeremiah Shea, Alfred Hernes, Norway; J. H. Bloomer, Portland; Alfred Johnson, Sweden; George Fox, Grand Rapids, Mich.; B. R. Wilber, A. Erickson, Sweden; John E. White, Brooklyn; John Heffron, Brooklyn; Fred G. Holzer, New York; William Matteson, Bay City, Mich.; J. Judson, St. Louis; W. Allen, Brooklyn.

ACCENT ON THE "IN."  
Naval Officer Can Not Account for the Explosion IN THE SHIP.  
New York, February 16.—Lieutenant Commander Speyer of the United States navy was aroused from his bed at the Navy club and told of the Maine's disaster. "I can not understand how such an explosion occurred in the ship," he said, with the accent on the "in."

"I am not familiar with the location of the magazine on the Maine. Sometimes there are magazines both fore and aft in a warship, and it is barely possible that a forward magazine at the Maine exploded. "But I do not understand how any ammunition in the magazine could have exploded at this time. There is no reason that I know of why anybody should have gone to the magazine then. The keys of a vessel's magazine are always in the possession of the captain, and when the captain leaves they are turned over to the official left in command. Not having full information I can not express my opinion on the disaster."

# THE SINKING OF THE CRUISER MAINE

## A TENSE FEELING PREVALENT.

The National Capital Is Mightily Stirred by the Disaster to the Maine.

## THE WAR SPIRIT IS GROWING VERY RAPIDLY.

Many Army and Navy Officers Do Not Hesitate to Express an Opinion of Spain's Responsibility—Government in Possession of Telegraph and Cable Lines to Havana.

Washington, February 16.—(Special.)—This city is wrought up tonight into a state of feverish excitement over the battleship Maine disaster. Reliable information concerning the terrible affair is either very slow in getting here or else the state and navy departments refuse to give it out. The war spirit is growing very rapidly among both democrats and republicans in congress, and if later developments prove that this was the work of Spain grave consequences may ensue.

There is not an army or navy officer in the city that doubts that Spain is entirely responsible for this, and many of them do not hesitate to say so in an emphatic manner.

The government has taken possession of both telegraph lines to Jacksonville and thence by telegraph and cable to Havana, and no commercial or press dispatches have been received or sent by the respective telegraph lines since 8:30 o'clock this morning, the excuse being given that owing to a high wind all Southern communications are cut off. Dispatches this evening to New York, Newport, R. I., and Newport News, all naval stations, were received subject to delay.

Navy department clerks and officials worked all last night and have been summoned for extra duty tonight.

The quartermaster general of the army, for the first time since the civil war, has summoned extra clerks to duty.

A man high in authority said to The Post correspondent tonight that if the battleship was destroyed by some fatalistic Spaniard, Spain is responsible to this country for indemnity, and cited parallel cases of recent date, as those of Germany with China and Hayti. He said further that to ask payment of Spain in the face of the insult just offered the president by De Lome would look to the masses of our people like selling our National honor.

## TWO REAR ADMIRALS, SR. BLANCO'S MESSAGE.

THEIR OPINIONS ON THE CAUSE OF THE DISASTER.

Belknap Says a Torpedo Caused It and Erben Says Not—Spanish Chief Says Guncocked.

Boston, February 16.—Rear Admiral George Belknap, United States navy, retired, said today he was inclined to think the Maine was blown up by a torpedo. "I don't see," he said, "how an explosion of the forward magazine could have occurred. The magazines are always kept locked in, and the keys are in the custody of the captain. If, as the dispatches state, the whole bow of the ship was blown off, it is apparent that the explosion could not have been caused by the boilers, or the coal getting heated. I don't see how it could have occurred from the paint room, as every precaution is taken to prevent the collection of explosive gases in the paint room, and if such an explosion occurred it would have been more likely to have caused a fire than to destroy the ship."

Rear Admiral Belknap said it was very significant that the Maine should have been blown up in that particular harbor at this time. In the absence of information as to the cause of the explosion, he thought it was the most significant matter in the whole incident.

New York, February 16.—Rear Admiral Erben, United States navy, retired, said today that he was inclined to believe that the Maine was blown up by her own magazine. Such things had happened before. Captain A. T. Mahan said that in the absence of authentic information he was unwilling to discuss the matter in any light.

Madrid, February 16.—Admiral Charrin, the commander in chief of the Spanish navy, in the course of an interview today, said the United States warship Maine had sailed on board a "new explosive based on gun powder, manufactured by a special process." Such explosives, he added, were very dangerous, the slightest friction causing an explosion. He believed the disaster was due to such a cause.

Ward Line Vessels Tendered.

New York, February 16.—President H. B. Booth of the Ward Line sent telegrams to President McKinley and Secretary Long today placing at their disposal the steamer City of Washington, now in the harbor of Havana, and the Vigilance, now on route to Havana, for any purpose and for as long as desired.

## INFERNAL MACHINE SUGGESTED.

London Globe Regards the Horror of International Importance.

London, Feb. 16.—The Globe this afternoon commenting on the disaster to the Maine, says: "It is impossible to refrain from the suspicion that the explosion may have been caused by foul means. Although anchored, the Maine would have had steam up in one of her boilers for the dynamo and auxiliary machinery. If an infernal machine had been hidden in the coal and thrown into the furnace obviously there would have been an explosion of the boiler, and as a result the ship blown up. The place of the occurrence renders it of international importance."

## AWFUL FIGURES.

Just What the Loss Amounts To.

PROPERTY—  
Battleship, valued at.....\$3,000,000  
Armament, valued at..... 3,000,000  
MEN—  
Total on pay roll..... 354  
Lost..... 253  
Saved, injured..... 59 )  
Saved, uninjured..... 42 ) 101

would send a message of sympathy and regret, and that this message would come later. The only cablegram from Havana came from General Blanco, and was a request for information from this end. The Spanish naval attaché, Señor Roble, who is in New York, sent a telegram to the secretary of the navy expressing his profound regret at the news of the loss of so many naval companions.

## SPANISH SYMPATHY.

THE GOVERNMENT OFFICIALLY EXTENDS CONDOLENCE.

Semi-Official Note Calls It a Catastrophe and an Admiral Waited on Woodford with It.

Madrid, February 16.—The following semi-official note has been issued:

"The news of the disaster to the Maine has caused a painful impression in Madrid. It was at first feared that there would be some act of imprudence to which the catastrophe was attributable. Afterward additional details arrived and fears were dispelled and took the form of feelings of sympathy and sorrow for the misfortune which has occurred."

The captain general, the commandant of the arsenal, the sailors of the cruiser Alfonso XIII, the crews of the merchant vessels and all the available forces hastened to care for the injured.

The government has expressed to Minister Woodford the regret it feels at the catastrophe, more especially as it occurred in waters within Spanish jurisdiction.

An admiral in full uniform, in the name of the minister of marine and the entire Spanish cabinet, called on General Woodford today and informed him that the government had telegraphed to the authorities of Cuba to do their utmost to relieve the distress of the injured and to furnish the officers and crew of the Maine with everything which they may need.

## THE UNHAPPY CREW.

Were Stunned and Drowned, but Not Killed—The Hitable Scene.

New York, February 16.—A special cable to the Evening World from Havana says: The officers of the Maine state that the explosion was in the central magazine and that the Maine raised up out of the water and then went partially to pieces. The dispatch continues:

All but the surgeon were in the ward room at the moment of the explosion. They came a stupor-stricken. All officers below rushed on deck, but could get no further forward than the middle superstructure on deck. Only a very few of the 350 jackets ever got from below. The water rushed over them and many were stunned and drowned, but not mangled. It is not likely that more than forty of the sailors were saved.

The officers on deck narrowly escaped. In the junior officers' mess all had to clamber cut through the water and wreckage waist deep. One ladder from the after torpedo compartment was jammed with men struggling up for life. All agree that a double explosion occurred.

The dispatch says the account of the passengers on the Ward line steamer City of Washington, which was lying 300 yards from the Maine, bears out the foregoing statement. Continuing, the cable says: "Braz pipe, angle iron, etc., fell in a shower on the decks of the City of Washington, injuring two boats so that when lowered they were useless. Out of the dense mass came anguished cries for help. Simultaneously with the cessation of falling fragments search lights were thrown on the wreck and its load of agony. Spanish boats from the shore joined those of the Washington alongside at once, but the regular ferry boats passing soon after the explosion did not stop to offer aid."

## REAR ADMIRAL BROWN.

He Says Torpedoes Are Not Lying Around Loose in Havana.

Indianapolis, Ind., February 16.—Rear Admiral George Brown, who was the highest officer in the navy till his retirement last year, was informed of the naval casualty in Havana harbor. The admiral was exceedingly surprised to hear of the disaster, and from the meagre news was loath to venture any expression of the affair. The admiral was asked if it were possible that a torpedo lying in the harbor could have been accidentally exploded under the vessel. He said he did not think it possible. If the torpedo caused the explosion it must have been sent from shore, for torpedoes are not lying around loose in Havana harbor, where hundreds of ships are at anchor and out.

## Ex-President Harrison's View.

Indianapolis, Ind., February 16.—When Ex-President Harrison was asked by the Associated Press for a statement regarding the disaster of the United States steamship Maine, he said:

"The occurrence is a most terrible and shocking one. It is to be hoped that an investigation may leave no doubt that it was an accident. If there shall be any room for suspicion of foul play, it would be very unfortunate."

## TEN PAGES.

## MAINE SITUATION SUMMED UP.

An Undercurrent of Suspicion Is Apparent Despite All Diplomatic Reticence.

## UNABLE TO DETERMINE THE CAUSE.

Sigsbee Will Await Report of Competent Investigators.

## ACTING WITH DUE CAUTION.

Captain Phillips of the Texas Seeks the Idea of the Explosion Originating in the Interior.

## SPANISH SYMPATHY.

Havana, February 16.—Captain Sigsbee, interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion, said:

"I can not determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I can not say anything until after such an investigation has been made. I will not and can not conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Galveston, Texas, February 16.—"The explosives in the magazines could not have been fired accidentally," said Captain Phillips of the battleship Texas. "The wet gun cotton is kept in one part of the ship, the dry in another, and to produce an explosion they would have to be brought together."

From another officer it was learned that the regulations require that the magazines may be opened only on orders from the commanding officer of the ship. These magazines are supplied with self-registering thermometers, and their temperature is most carefully guarded and regulated.

## AN UNDERCURRENT OF DOUBT.

Washington, February 16.—A Spanish official of long residence at Havana stated that the hour of the accident was one when excitement at Havana was at its height. Up to midnight the theaters, cafes and clubs are crowded, and strangers find their greatest interest in seeing the city at that time. For this reason, he said, it was the time when the naval officers usually took their shore leave, leaving from 8 to 12 o'clock. This, he thought, would account for the absence of the officers of the Maine and the consequent death list among the crew. The leave to the sailors was curtailed between 8 and 12 for the reason that the hours of excitement at Havana were those in which it was desired the seamen should not participate.

The Spanish ambassador took early occasion to call at the state department and express his deep regret at the occurrence and the loss of life. His information was confined to that conveyed by the press dispatches. The British ambassador also, without direct information from the British consul at Havana, expressed condolence and regret. At all the foreign establishments the occurrence was one absorbing subject of comment and the expression was general that, aside from its melancholy feature of death and destruction, it was profoundly unfortunate to the Spanish cause owing to the natural suspicions which would arise.

At the Army and Navy club and the Metropolitan club, two centers of the assembly of the navy and diplomatic members, the same intense interest was manifested. At these public quarters there was an undercurrent of doubt and questioning as to the coincidence of an accident to this particular vessel at the particular time.

## CAPTAIN MONTGOMERY'S VIEW.

Positive the Disaster Was Caused by a Torpedo on Purpose.

Chicago, February 16.—Commander J. E. Montgomery, once of the United States navy, a commanding officer of the Confederate fleet during the civil war and the man who raised the frigate, afterward the ram Merrimack, is very emphatic today in declaring the sinking of the battleship Maine in Havana harbor is the result of treachery and not an act without parallel in the world's history. In his opinion war must inevitably follow.

"When divers go down and examine the hull of the vessel," said he, "it will be found that it was stove in by a torpedo exploded under her."

Commander Montgomery is familiar with Havana harbor. It would be comparatively easy, he added, with small boats or otherwise, to set a torpedo to destroy the American vessel. This is his theory of how the Maine was wrecked.

The Royal is the highest grade baking powder known. Actual tests show it gives more bread than any other brand.

